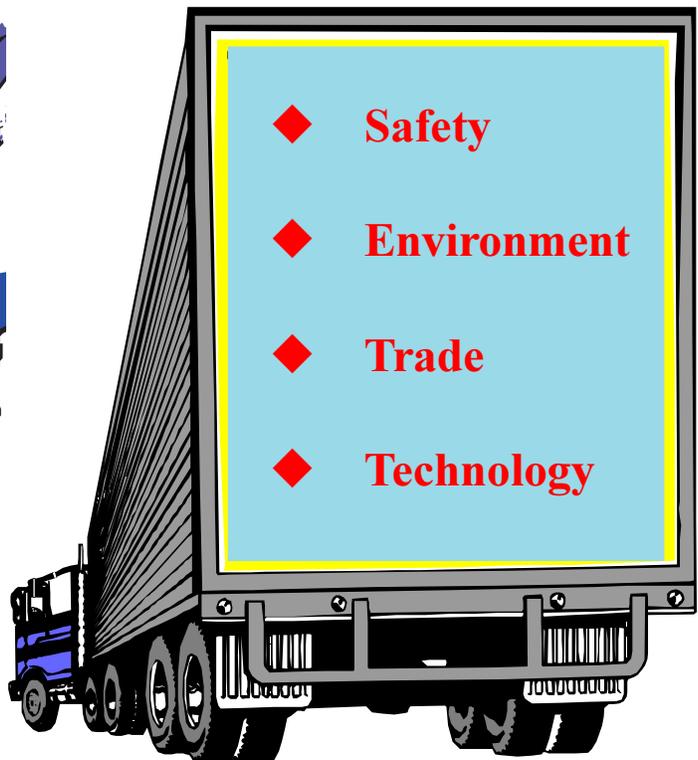

North America Initiatives



U.S. Department of Transportation
Federal Highway Administration

Spring 1998

Preface

As a result of the North American Free Trade Agreement (NAFTA), the Federal Highway Administration (FHWA) has increased its level of involvement in projects that support free trade through transportation infrastructure improvements, especially along the border. This report contains brief overviews of the current FHWA involvement in North America initiatives plus contact people for those interested in more information.

FHWA's North American Initiatives

Table of Contents

Project Contact List	3
<u>On-Going Initiatives</u>	5
A. Land Transportation Standards Subcommittee (LTSS)	5
1. Vehicle, Driver, and Compliance Standards (LTSS1)	5
2. Vehicle Weight & Dimensions (LTSS2)	5
3. Traffic Control Devices for Highways (LTSS3)	5
B. Comprehensive Truck Size and Weight Study	7
C. Border Enforcement Activities	7
D. International Border Clearance Program	8
E. TRIBEX Field Operational Test	9
F. National Freight Partnership	10
G. Eastern Border Transportation Coalition	11
H. Border Technology Exchange Program	12
I. PROVIAL Chihuahua 1998	14
J. US/Mexico Binational Transportation Planning Study	15
K. Innovative Financing in Border States	16
L. Status of Data Exchange with Mexico	16
1. Driver Data Exchange	16
2. Carrier Data Exchange	17
M. OECD TRILOG Project	18
Acronym List	20

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Same Order as in Table of Contents

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Vehicle Weight & Dimensions (LTSS2) Sherri Alston, HPP-10.....	202-366-9232
Traffic Control Devices for Highways (LTSS3) Ernie Huckaby, HHS-10.....	202-366-9064
Comprehensive Truck Size and Weight Study Regina McElroy, HPP-10.....	202-366-9216
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Eastern Border Transportation Coalition Border Technology Exchange Program Tere Franceschi, HPI-10	202-366-9775
US/Mexico Binational Transportation Planning Study George Schoener, HEP-10	202-366-4067
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On-going Initiatives

A. LAND TRANSPORTATION STANDARDS SUBCOMMITTEE (LTSS)

1. **Vehicle, Driver, and Compliance Standards (LTSS1)** (Tom Kozlowski, HMT-1, 202-366-4049)

Nothing to report at this time.

2. **Vehicle Weights And Dimensions (LTSS2):** (Sherri Alston, HPP-10, 202-366-9232)

The U.S. Department of Transportation participates in technical discussions with Mexico and Canada on improving the compatibility of truck weights and dimensions between the three countries under the North American Free Trade Agreement (NAFTA). Federal, state, and provincial governmental representatives have explored the different regulatory approaches of the three countries; networks on which different configurations operate; safety, infrastructure, and economic issues; permit systems; and administrative and enforcement requirements.

The Working Group has completed a joint side-by-side of weight and dimension regulations, exploring how compatibility might be improved for five- and six-axle tractor semitrailer and A-train double combinations, and identifying areas where compliance might be improved through better information to carriers on unique or unusual weight or dimension requirements. The Working Group will next meet in June, 1998 to work on a plan for arriving at more compatible dimensions and weights for the above four truck combinations.

3. **Traffic Control Devices For Highways (LTSS3):** (Ernie Huckaby, HHS-10, 202-366-9064)

a. Background / Purpose

The Working Group on Traffic Control Devices for Highways is one of five working groups formed under LTSS. Commonly referred to as LTSS Working Group #3, this working group is responsible for seeking compatibility of standards and related measures with respect to road signs, traffic signals and pavement markings. So far, the committee has met five times between July 1994 to July 1997. The devices shown in the three national traffic control manuals were compared; their differences noted and recommendations prepared.

b. Issues / Major Concerns

Since the majority of traffic signs used in the three countries are similar in shape, color and design, the working group believes that both commercial and private drivers will experience only minimal inconvenience or confusion when driving in one of the other two countries, due to the differences in traffic control devices. The Group 3 committee believes that the existing differences will not hinder the movement of people, cargo and vehicles, throughout the continent. Therefore, no changes to the respective traffic control devices are needed in the short term.

The committee has identified several areas where traffic control devices differ among the countries. These areas are:

- (1) Use of Metric units,
- (2) Speed Limit Signs,
- (3) Permissive Signs,
- (4) Word Message Signs,
- (5) Color of Pavement Markings,
- (6) Dangerous Goods/Cargo Signs,
- (7) Symbol Signs, and
- (8) Construction Traffic Control Devices.

c. Recommendations / Suggestions

To decrease possible confusion about the meaning of the various traffic control devices currently used in Canada, Mexico, and the United States, the LTSS Working Group #3 committee recommends that information (preferably in pamphlet form) be made available at border crossings. The information should briefly explain the differences in the signs, pavement markings, and the Rules of the Road (including some commercial motor vehicle requirements) within the three countries. The LTSS3 committee is developing a guideline for a general information pamphlet for tourists and commercial motor vehicle drivers. A supplement aimed at commercial vehicle operators will highlight information and signs critical to their operations. Canada published a pamphlet in March 1996 and the U.S. and Mexico will publish their respective road user guides in the Spring of 1998.

The LTSS3 committee will continue to monitor the relationship between traffic safety and traffic control devices as traffic volumes increase through implementation of the NAFTA agreement.

B. Comprehensive Truck Size And Weight Study:
(Regina McElroy, HPP-10, 202-366-9216)

The United States Department of Transportation (USDOT) is conducting a Comprehensive Truck Size and Weight (TS&W) Study to develop up-to-date information and tools to analyze alternative TS&W policy proposals. USDOT is examining the safety, infrastructure, economic, competitive, and environmental impacts of a range of configurations at different weights and on different highway networks. The study will be produced in four volumes. The second volume, which presents background information, was released in draft form in June 1997. The impact analysis results will be provided as Volume III, in draft form, in mid-July. The final study document will be transmitted to Congress in November 1998.

C. Border Enforcement Activities
(Tim Arnade, HMT-1, 202-366-2205)

The Office of Motor Carriers (OMC) has been at the forefront of U.S.- Mexico motor safety initiatives for some time now. Educational outreach and training initiatives have been underway for several years among our U.S. and Mexican partners. In addition, OMC has developed a NAFTA implementation Border Plan to coordinate federal and state education, compliance and enforcement activities. A key component of this plan includes the full time enforcement presence of Federal, State and local safety officials at the major commercial crossings. These teams of inspectors have been deployed since late 1995 and conduct daily safety inspections within the U.S. Customs import lot (except in California where the State has their own safety inspection facility). Our goal is to ensure motor carriers are in compliance before they begin their cross border operations.

OMC provides grants to the States through the Motor Carrier Safety Assistance Program (MCSAP) to conduct commercial vehicle inspections and other safety-related activities. In FY 1997, California, Arizona, New Mexico, and Texas collectively received \$8.8 million for this purpose. A portion of these funds was spent for border crossing safety activities. During the last four years, OMC has also provided the border States nearly \$3.5 million in special funding over and above the basic allocated grant levels to provide a more sustained enforcement presence along the border and improve the compliance level of Mexican motor carriers with U.S. requirements (the out-of-service rate of Mexican vehicles entering the commercial zones has decreased by approximately 10% since 1995). In FY 1998, the border states will receive \$2.5 million in special grants for enhanced enforcement activities.

D. International Border Clearance Program
(Lee Jackson, HSA-20, 202-366-4415)

The program's goal is to develop seamless borders within North America to expedite processing of commercial motor vehicles at international border crossings. This program, which is a high priority for the Secretary of Transportation, satisfies both NAFTA and National Performance Review (NPR) initiatives. In accordance with the NPR, this program demonstrates interagency cooperation supported by Intelligent Transportation Systems (ITS) technology to facilitate international trade, transportation and transportation safety. The three Federal agencies that have been identified as critical for the effort are the Department of Transportation (FHWA), the Treasury Department (Customs Service) and the Justice Department (Immigration and Naturalization Service).

A strategic plan, a comprehensive International border clearance (IBC) system design/architecture, concept of operations, and an IBC business operations and processes document have been prepared regarding the ITS/Commercial Vehical Operation (CVO) IBC Program. In June 1995, the ITS/CVO Division formed an International Border Clearance Planning and Deployment Committee (IBCPDC). The committee is made up of representatives from Transportation, Customs and Immigration agencies in the U.S., Mexico and Canada. The IBCPDC is the primary tri-lateral committee coordinating the incorporation and use of advanced technologies and ITS at international border crossings in North America. The IBCPDC holds quarterly meetings. The next meeting is scheduled to be held in Washington D.C., April 15-16, 1998, and will be hosted by USDOT's FHWA.

From 1995 to 1998, the IBC program has been conducting field operational tests (FOTs) at seven international border crossing sites on the Northern and Southern borders. The objective of these FOTs was to demonstrate the use of advanced ITS/CVO technology to facilitate trade and transportation at international border crossings. In these tests, the vehicles pass by roadside readers, then query Customs, Immigration and Transportation data bases to obtain information on the driver, vehicle and cargo. These projects incorporated the Treasury Departments North American Trade Automation Prototype (NATAP) initiative, which is testing the feasibility of collecting, consolidating, and making available to all Federal agencies international trade data and information.

In March 1998, the ITS Management Council in the Department endorsed the IBC Program initiatives and direction and encouraged continued coordination with the Treasury and Justice Departments, working toward utilizing ITS technology to improve the safety of vehicles crossing our international borders and facilitating trade and transportation at these borders.

E. **TRIBEX Field Operational Test**

(Irene Rico, Region 6, 512-916-5912 or Lee Jackson, HSA-20, 202-366-4415)

FHWA has identified the need to evaluate strategies to expedite the movement of commercial vehicles at crossings along the United States-Mexico border . A cost sharing cooperative agreement was awarded to CALSTART who would be responsible to develop an International Border Clearance System (IBCS) to be installed at three border crossing sites in Texas: 1) Columbia/Solidarity, 2) Ysleta/Zaragoza and 3) Lincoln/Juarez Bridge. This project is called the Texas Regional International Electronic Border Crossing (TRIBEX). The project is an initiative of the FHWA and the contractor's team consists of CALSTART, HELP, Signal Processing Systems and Lockheed Martin IMS.

The overall objective of this project is to develop and demonstrate the use of ITS technology in an integrated IBCS which will allow commercial vehicles participating in the program to pass through the international border crossing with expedited inspections. The project is broken down in three subsystems:

1) Installation of Dedicated Short Range Communications (DSRC) at the three Texas sites in support of Treasury's NATAP; 2) To support national interoperability on the concepts of operations developed in the Commercial Vehicle Information Systems and Networks (CVISN) architecture; and 3) To integrate ITS technologies on-board the commercial vehicles to support trade processes, transportation safety and compliance, and the full range of the CVISN applications identified in the National ITS Architecture.

- a. Objective I: Installation DSRC at the three Texas sites in support of Treasury's NATAP

July 1997 the installation of DSRC equipment was completed at the three Texas Sites (Laredo, Colombia and Ysleta) with the exception of equipment going in the toll booth at the Laredo site. The installation of the remaining equipment was completed in January 1998.

- b. Objective II & III: To support national interoperability on the concepts of operations developed in the CVISN architecture; and 3) To integrate ITS technologies on-board the commercial vehicles to support trade processes and transportation safety and compliance.

On December 3, 1997 FHWA and the TRIBEX Team hosted a meeting in Austin, Texas in which Texas Department of Public Safety (TxDPS) and Texas Department of Transportation (TxDOT)The stakeholders were briefed on the status of the project and on the three project phases. TxDOT and TxDPS were invited to participate in the safety and compliance objective. The project is currently in the design stage, with an

estimated implementation in late summer of 1998.

The Colombia/Solidarity crossing was selected to be the site where the safety and compliance objective will be demonstrated. TRIBEX FOT will transfer information between a commercial vehicle approaching the international border crossing and safety information will be transferred to the transportation roadside location. In the case of the Texas' FOT, the technology will be designed to accommodate the mobile commercial vehicle inspection and demonstrate its application based on the current standard of operation in the state of Texas.

On March 9, 1998 TxDPS confirmed their support and participation in the TRIBEX FOT.

F. **National Freight Partnership**
(Harry Caldwell, HPP-20, 202-366-9215)

The National Freight Partnership (NFP) is a public/private partnership to improve the understanding and consideration of freight related issues in all areas of the transportation development process. The primary objective of the NFP is to improve understanding of the capabilities and constraints of each sector, public and private, and to facilitate collaboration in transport planning and programming, including binational efforts with Mexico and Canada. The NFP currently has over 200 private sector members, primarily senior operating officials in all carrier modes and major shipper groups. The members provide freight specific technical assistance to all levels of government.

Current activities include: (1) creation of freight advisory committees for the metropolitan planning organizations in Chicago, Illinois; Detroit, Michigan; and Los Angeles/Long Beach, California; (2) identification of critical connections to intermodal terminals to enhance the freight utility of the National Highway System; (3) examination of more cost-effective means of fulfilling freight related regulatory mandates, such as the Intermodal Safe Container Act; (4) support for the Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization focus groups on international trade and freight concerns; and (5) examination of critical international trade issues as they impact on U.S. land and water transport systems. The NFP functions through a series of high level public/private forums on national and regional freight issues.

The development of the NFP allows transport decision makers at all levels of government to gain better insight into the service requirements of the freight community, identification of emerging freight and trade developments that will likely impact State and local transportation

agencies, and creation of public/private teams to define freight related problems and to devise appropriate solutions.

G. **Eastern Border Transportation Coalition**
(Tere Franceschi, HPI-10, 202-366-9775)

The Eastern Border Transportation Coalition (EBTC) is an advisory group organized to represent the transportation interests along the eastern U. S./Canada border. Its membership includes five state transportation departments (Maine, Massachusetts, Michigan, New York and Vermont), three provincial ministries of transportation (New Brunswick, Ontario and Quebec) and the Detroit and Buffalo metropolitan planning organizations. The eight states and provinces account for 80% of all trade crossing the U. S./Canada border-nearly \$200 billion annually and almost twice the trade crossing the entire U. S./Mexican border.

Most recently the EBTC launched a five-state, three-province binational study that assembled data from dozens of sources into a coherent picture of current and projected freight and person movements across the eastern border between the U.S. and Canada. The study results will help private and public agencies improve border efficiency, identify key international trade corridors, understand the economic importance of the eastern border, and make plans for the future.

Volume I of the Study “Trade and Traffic Flows Across the Eastern U.S./Canada Border” was published on May 2, 1997.

Specifically the study assessed:

- The volume, frequency and duration of person trips for commuting, shopping, tourism and business purposes;
- The volume, value and type of goods that cross the border between states and provinces, and
- The economic contributions the movement of people and goods make to the national, state, provincial and local economies.

The study purpose is to use existing data and information to:

- Provide a comprehensive picture and historic and current trade and traffic flow across the eastern border;
- Develop projection of future demand;
- Consider the role of Federal inspection agencies as they affect border crossings;

- Identify short and long term infrastructure needs;
- Evaluate alternative criteria for use in defining international trade and transportation corridors; and
- Identify gaps, inconsistencies and anomalies in the available data and recommend ways to resolve them.

Parsons Brinkerhoff of Michigan and IMC Consulting Group of Cambridge, Ontario conducted the study funded by the USDOT's FHWA. Besides assembling the data, the firms will coordinate an Information and Technology Exchange for standardizing data collection and establish criteria for defining trade corridors.

The EBTC will organize a conference in the Spring on data collection and using the information effectively.

H. Border Technology Exchange Program
(Tere Franceschi, HPI-10, 202-366-9775)

Background

The Border Technology Exchange Program (BTEP) was created by FHWA in 1994 to provide opportunities for sharing transportation information and technology among the U.S. border States and their counterparts in Mexico and Canada. The BTEP is designed to enhance and expand the binational working relationships of the border State DOTs. The States on both sides of the border identify common goals and needs and design a program that is tailored to their unique situation. Additionally, the BTEP serves to create the opportunity for transportation officials in the border region to improve land transportation facilities. The ultimate goal is to foster communication, coordination, and understanding between U.S. State DOTs and their counterpart State/Province organizations through regular interaction. The program objectives are multi-fold:

1. To create a permanent technology exchange process that will survive regardless of political or financial influences;
2. To increase institutional, technical, and legal compatibility and understanding in order to understand the framework of each country's programs and, where possible, adapt these programs to overcome differences;
3. To improve the transportation systems in border regions making them safe for the users and facilitating the efficient and competitive movement of commerce in support of NAFTA;

4. To enhance professional and cultural understanding in order to work together in a cooperative and collegial relationship; and
5. To enhance professional and technical capabilities to learn how education and experience differs between transportation professional to better understand the decision processes of the other and to adapt our technical capabilities.

BTEP concentrates in the following technical areas:

- Value Engineering
- Electronic Communication
- Information Systems
- Planning
- Design
- Construction
- Maintenance
- Management
- Supervision
- Technology Transfer

Currently, the State to State activities fall into the following categories:

- Training Courses
- Demonstration Projects
- Personnel Exchanges
- "Value Engineering" Activities
- Workshops
- Conferences
- Site/Field Visits
- Technical Assistance
- Videotapes and Documents
- Technology Transfer Centers
- Maintenance (Provincial) Seminars

Expected results include the development of professional relationships, ongoing planning and programming processes, and a heightened appreciation of the cultural differences between the U.S. and Mexico. Ultimately, the efforts in these areas will lead to better, more efficient land transportation systems in the border region.

Southern Border

Currently, the BTEP members in the Southern border are developing a strategic plan which will help focus and guide future program activities. After some preparatory meetings of the core strategic planning team in San Diego and Austin, two stakeholder meetings took place during the month of February, one in Ciudad Juarez (for FHWA's Region 6 which included Texas, New Mexico, Nuevo Leon, Coahuila, Tamaulipas and Chihuahua) and another one in Tijuana (for Region 9 which included California, Arizona, Sonora and Baja California). Participants represented federal, state and local governments as well as university's and Metropolitan Planning Organization's (MPO). All stakeholders participated actively and contributed many excellent ideas that will help shape the future of the program.

In April, the core strategic planning team will work with selected Mexican representatives from both Regions to merge the goals and objectives reached at the

two meetings. The next step, will be narrowing down the strategies for reaching those goals and objectives. Afterwards, the draft strategic plan will go out for comments to all stake holders. Once approved, the plan will be translated and presented to all parties involved in BTEP including the U.S.- Mexico Joint Working Committee. Each State DOT will use the strategic plan as a guide as they develop their individual implementation plans together with their Mexican counterparts. The progress will be monitored and evaluated on a yearly basis.

An important future component of BTEP includes the development of technology transfer centers in the border area modeled after the Local Technical Assistance Program (LTAP). Currently, Arizona and New Mexico/Texas are in the beginning stages of developing such centers in Hermosillo and Chihuahua City, respectively. Increased cooperation with other program offices such as Motor Carriers, Planning, Technology Applications, etc. will lead to a better and more integrated program along the border.

Northern Border

The Washington State Department of Transportation made significant steps in their implementation of BTEP with a joint meeting between their technical specialists and their respective counterparts within the British Columbia Ministry of Transportation and Highways. While some preliminary contact between the agencies has previously taken place, a December 9 meeting in Burnaby, British Columbia attended by personnel from both agencies along with representatives from FHWA marks the first major activity in the technology exchange program. In a day long session, approximately fifty attendees with a wide variety of technical backgrounds were successful in identification of: focus areas for technology exchange between the agencies; individuals and other stakeholder involved in those focus areas; and future initiatives and projects to be undertaken between the State and the Ministry of Transportation and Highways.

I. PROVIAL Chihuahua '98

(Irene Rico, Region 6, 512-916-5912, Carlos Ruiz, 505-827-5491, or Cecilia Olague Caballero, 52-14-13-77-66)

PROVIAL is a roadway maintenance seminar program that focuses on raising the importance and awareness of highway maintenance in Latin American and the Caribbean. This initiative gathers representatives from private and public sector that are involved with the highway and transportation infrastructure of the country with the goal of establishing a continuous, stable, and sufficient funding source for roadway maintenance.

The PROVIAL seminars are conducted at National, Regional and Local level. The seminars objective is to increase the awareness of the public sector, the citizens, the users and the politicians on the maintenance needs and costs associated with it.

As well as the associated impact to that Nation, Region or City's economy due to inadequate highway maintenance.

The seminars are organized by National Governments or local governments with the support from international agencies and organizations such as Federal Highway Administration, Panamerican Institute of Highways and International Road Federation.

a. PROVIAL CHIHUAHUA '98

In the fall of 1996, the PROVIAL initiative was presented to transportation officials from Mexican border state of Chihuahua during one of the BTEP meetings among the state of New Mexico and Chihuahua. Chihuahua officials representing transportation agencies at the federal, state and local level were very receptive and supportive of organizing the first U.S.-Mexico border region PROVIAL.

The PROVIAL CHIHUAHUA '98 is being organized by the University of Autonomous of Chihuahua, with support from local representatives of the Secretariat of Communications and Transportation (SCT), the Chihuahua State Government, Cementos de Chihuahua, the New Mexico State Highway and Transportation Department (NMSHTD), Federal Highway Administration and the Panamerican Institute of Highways. The seminar is scheduled for May 18-20, 1998 in Chihuahua, Chih., Mexico.

The objectives of this seminar is to create a maintenance culture for the preservation of highway infrastructure. It will incorporate participants of the private and public sector that will have open and constructive discussion in search of solutions to the growing maintenance needs. And it will focus on the development of an action and commitment plan for the region's highway maintenance.

J. **US/Mexico Binational Transportation Planning Study**
(George Schoener, HEP-10, 202-366-4067)

Background:

- As specified in a U.S./Mexico Memorandum of Understanding (MOU) signed by Secretaries Peña and Gamboa on April 29, 1994, a Joint Working Committee (JWC) was designated to coordinate the planning and programming of intermodal projects along the border.
- The JWC is comprised of representatives from the 6 border states in Mexico and the 4 border states in the U.S.; and, the Federal governments in both countries, including the U.S. State Department and the Mexican Secretariat of Foreign Relations.
- Since August 1994, the JWC has held 8 meetings. Through some very open and candid discussion of border transportation issues, these meetings have established a level of trust among the JWC members, leading to a commitment to coordinate the planning and programming processes.

- An example of this commitment is the joint funding of a binational transportation planning study. This \$2.5 million comprehensive study is scheduled for completion in April and will serve as the catalyst for activities to improve the coordination of planning as well as for opportunities for improving border crossing efficiency.

Activities:

- FHWA is working with the Mexican Secretariat of Communications and Transportation to establish a transition plan for advancing the opportunities for cooperation identified in the binational study. This transition plan will address the updating and maintenance of a binational data bank initiated under the binational study. The data bank includes information on trade and traffic flows, socioeconomic data and detailed traffic flows at the ports of entry, and existing and planned infrastructure improvements along the border.
- The transition plan will also identify opportunities for publicizing the results of the binational study. As part of this initiative, FHWA is working with the State Department to brief the Federal inspection agencies on opportunities identified through the binational study for improving the operations at the ports of entry. These opportunities were identified through detailed analysis at six ports of entry.
- The next meeting of the JWC will be held in April at the State Department.

K. Innovative Financing In Border States
(Lucinda Eagle, HPP-20, 202-366-5057)

Nothing to report at this time.

L. Status of Data Exchange With Mexico
(David Goettee, HCS-20, 202-366-4097)

- a. Driver Data Exchange
A gateway into the Mexican Licencia Federal Information System (LIFIS) was built and is operated for the Secretary by TML Information Services. An interim copy of the LIFIS database is operated at TML which coordinates with the Mexican Secretaria de Comunicaciones y Transporte (SCT) to obtain updates as needed to the database. There currently are approximately 150,000 records in the interim LIFIS. The LIFIS is accessible via three different telecommunication networks. They are the AAMVAnet used by the State Departments of Motor Vehicles, the National Law Enforcement Telecommunications System (NLETS), and from around the U.S. via Commercial Driver License Information System (CDLIS)-check software that dials an 800 number. Border enforcement personnel are currently checking against this database as part of the enforcement efforts within the commercial zones that were begun after December 18, 1995.

The SCT has completed building the computer software module for issuing a licencia federal and is finalizing plans to begin rolling out this software to field offices around Mexico this year. As they begin issuing with this computer system, the data in Mexico will be checked first for a driver, and if not there then the interim database at TML. The switch-over to the database in Mexico will thus be transparent to the users. Completion is expected at the end of one renewal cycle, i.e. approximately two years after Mexico finishes start-up of the computer issuance in all parts of Mexico.

Design work is beginning on how to flow conviction information of licencia federal drivers to the SCT licencia federal database. The federal highway police have expressed considerable interest in eventually having access to such data for use when they stop a driver for an infraction, analogous to how U.S. police check on a driver they have stopped.

b. Carrier Data Exchange

The U.S. is sending Mexico the results of U.S. inspections performed in the U.S. on Mexican carriers. The SCT is using the out-of-service rates to identify the companies with the most problems and scheduling audits on those carriers. This is analogous to how the U.S. schedules U.S. carriers for a carrier compliance review.

The U.S. and Mexico continue to cooperate on defining capabilities in Mexico for Mexico to collect and electronically record information about the performance of carriers operating in Mexico. Development of these capabilities are thought of as becoming a system comparable to the carrier safety management system used in the U.S. that records information about roadside inspections, accidents, carrier compliance reviews, etc. The goal for developing such a capability in Mexico is for each the NAFTA country to be able to electronically exchange information such as inspections performed on carriers based in one of the other countries, and report current carrier safety status information as needed.

The Mexicans began this process years before by agreeing to use the Commercial Vehicle Safety Alliance (CVSA) inspection criteria used in the U.S. and Canada. They have trained civilian inspectors and are completing training of the entire federal highway police operating force to perform inspections in conformance with these criteria. A next step will be to begin electronically recording results from those inspections in Mexico and using that information as part of describing the carriers' safety performance.

M. OECD TRILOG Project
(Bert Schacknies, HPI-10, 202-366-5044)

a. Background

The Organization of Economic Cooperation and Development's (OECD) involvement in global logistics was initiated in 1991 with the deliberation of "scientific expert groups," leading to the publication of two reports, one issued in 1992 entitled "Advanced Logistics and Road Freight Transport," and the other in 1996 entitled "Integrated Advanced Logistics for Freight Transport." Over the years, the various seminars/workshops held in Goteborg, Washington, Yokohama, Tokyo, Fukuoka, Mexico City and Toronto have helped focus attention on the global economic trends and associated international trade flows. In particular, the seminars focused on the private sector needs for efficient transportation facilities and services, the persistence of non-physical constraints and barriers, the increasing number of bottlenecks and congestion points, as well as the many unresolved public policy issues.

The OECD Trilateral Logistics Project (TRILOG) was initiated in 1996 to stimulate the exchange of experience, practices, emerging concepts and approaches concerning efficient intermodal management of logistics in a multi-regional context. The implementation of cost effective globally integrated transport infrastructure and efficient global logistics chains is perceived as a principal challenge and a major target of coordinated governmental and corporate efforts over the next decade. The OECD Board of Directors approved the comprehensive scope of the TRILOG Project at its meeting in November 1997, with the expectation that the key representatives of the respective RRG's assume responsibility for coordinating and promoting intra- and inter-regional activities in support of this effort.

The Terms of Reference (TOR) for the TRILOG Project was developed at the Plenary Meeting in Mexico City in June 1997 and further refined and approved at the joint Canadian Association of Logistics Managers/OECD Conference in Toronto in October 1997. The multi-year project is expected to address the public policy issues within several areas of concern:

- Globalization and Global Transport Logistics,
- Regional Characteristics of Logistics,
- Sectoral and Industrial Characteristics of Logistics,
- Intermodality and Logistics: Nodal Points and Network Links,
- Financing Global Transport Logistic Systems,
- Human Resource Implications of Global Logistics,
- Performance Measures, Data Requirements and Evaluations.

The detailed TOR and meeting notes are on file with

USDOT/FHWA/Office of International Programs (OIP). OIP as chairman for the Toronto meeting and is expected to continue "shepherding" the formation and follow-up activities of an "Americas RRG", covering Hemispheric concerns.

b. Regional Reference Groups

The OECD central office in Paris will continue to organize the annual Plenary Sessions in cooperation with all four continental RRGs, monitor progress of the RRGs, retain and manage consultants for special tasks (pending the availability of resources), and publish interim and final reports. The RRGs are expected to manage their activities in cooperation with other international, national and local public and private sector organization, participate in and co-sponsor workshops and seminars. The RRGs are also expected to establish task forces to address particular issues associated with all areas of concern, to provide input into the planning and management of Plenary Sessions, as well as to prepare reports for publication and dissemination by OECD's central office.

The RRG for the Americas is coordinated by USDOT/FHWA/OIP in cooperation with other USDOT offices, particularly those responsible for NAFTA and APEC related issues. The USDOT/FHWA/HPI led RRG will also coordinate with the various multilateral organizations, foreign governmental partners, industry associations and trans-national corporations focusing on transport service and logistic issues in the hemisphere. The multilateral entities expected to be involved include the World Bank (WB) Group of institutions, the Inter-American Development Bank (IDB), the Organization of American States (OAS), the United Nations Economic Council for Latin America and the Caribbean (UNECLAC), as well as other relevant United Nations organizations.

List of Frequently Used Acronyms

APEC	Asian Pacific Economic Cooperation
A-RRG	Americas - Regional Reference Group
BTEP	Border Technology Exchange Program
CALM	Canadian Association of Logistics Managers
CDLIS	Commercial Driver License Information System
CVISN	Commercial Vehicle Information Systems and Networks
CVO	Commercial Vehicle Operation
CVSA	Commercial Vehicle Safety Alliance
DSRC	Dedicated Short Range Communications
EBTC	Eastern Border Transportation Coalition
FHWA	Federal Highway Administration
FOTs	Field Operation Tests
IBC	International Border Clearance
IBCS	International Border Clearance System
IBCPDC	International Border Clearance Planning and Deployment Committee
IDB	Inter-American Development Bank
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JWC	Joint Working Committee for Binational Transportation Planning
LIFIS	Mexican Licencia Federal Information System
LTSS	Land Transportation Standards Subcommittee
LTAP	Local Technical Assistance Program
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MCSAP	Motor Carrier Safety Assistance Program
NAFTA	North America Free Trade Agreement
NATAP	North America Trade Automation Prototype
NFP	National Freight Partnership
NLETS	National Law Enforcement Telecommunications System
NPR	National Performance Review
OAS	Organization of American States
OECD	Organization of Economic Cooperation and Development
OIP	Office of International Programs
RRG	Regional Reference Group
SCT	Secretaria de Comunicaciones y Transporte
TOR	Terms of Reference
TRIBEX	Texas Regional International Electronic Border Crossing
TRILOG	Trilateral Logistics Project
UNECLAC	United National Economic Council for Latin America and the Caribbean
USDOT	United States Department of Transportation
WB	World Bank